

MOTOR RACING

and
Economy Car News

7th Year - No. 23 - Los Angeles, Calif.

Oct. 5-12, 1962

(Published bi-weekly except last issue of calendar year)

25c

Past L. A. Times Grand Prix Winners



1958
CHUCK DAIGH---Scarab



1959
PHIL HILL---Ferrari



1960
BILL KRAUSE---Maserati



1961
JACK BRABHAM---Cooper

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Entry List for L. A. Times Riverside Race

GRAND PRIX FOR SPORTS CARS
Riverside International Raceway
Sunday, Oct. 14, 2 p.m.

CAR NO.	MAKE-MODEL	DISPLACEMENT in CC	DRIVER	HOMETOWN	ENTRANT
1.	Chaparral-Chevy	6200	Rodger Ward	Indianapolis	Troutman-Barnes; Traco
2.	Lotus Mk XV Climax	1991	Bob Challman	Manhattan Beach, Calif.	Ecurie Shirlie Corp.
3.	Lotus Mk XIX Climax	2495	Masten Gregory	Kansas City	UDT Laystall-Rosebud
4.	Lotus Mk XXIII	1498	Jack Brabham	Australia	Brabham Racing
5.	Cooper Monaco Climax	2750	Bruce McLaren	Auckland, N.Z.	Cooper Car Co.
6.	Zerex-Duralite Climax	2700	Roger Penske	Gladwyne, Pa.	Updraught Enterp.
7.	Porsche RS 61	1585	Bob Donner	Colorado Springs, Colo.	Robert Donner
8.	Lotus Mk XIX	3617			Jerry Grant
9.	Elva Mk VI	1475	John Max Wolf	Colorado Springs, Colo.	Miller-Wolf Racing
10.	Cooper Climax	1490	Dick Richards	Los Angeles	Al's Flying "A"
11.	Porsche Flat - 8	1998	Joakim Bonnier	LaGrange, Switz.	Porsche
12.	Scarb-Chevy	5650	Bill Weustoff	Milwaukee, Wis.	Peter Hand Brew.
14.	Porsche RS 61	1687	Bob Holbert	Warrington, Pa.	Bob Holbert
15.	Lotus Mk XIX Climax	2495	Innes Ireland	London, England	UDT Laystall-Rosebud
16.	Scarb Olds-Buick	3980			Lance Reventlow
17.	Cooper Monaco Climax	2700	Tim Mayer	San Juan, Puerto R.	Edward E. Mayer
18.	Maserati	1998	Ron Dykes	Palo Alto, Calif.	Ron Dykes
22.	Chaparral-Chevy	5650	Harry Heuer	Powers Lake, Wisc.	Peter Hand Brew.
26.	Lotus Mk XIX Climax	2495	Lloyd Ruby	Witohta Falls, Tex.	J. Frank Harrison
30.	Corvaire Challenger	2400	Paul O'Shea	Riverside, Calif.	Empi-Friendly Chev.
32.	Porsche RS	1600	E.J. Travis	Phoenix, Ariz.	E.J. Travis
33.	Maserati 450S	4500			Rey Martinez, M.D.
34.	Lotus XXIII	1498	Pat Pigott	Bellingham, Wash.	Evergreen Motor
36.	Ferrari Testa Rossa	3000	Bob Hurt	Washington, D.C.	Bob Hurt
37.	Pontiac-Tempest	3583	P. Cunningham	Monterey Park, Calif.	Chieftain Pontiac
38.	Twareg Chrysler	5400	Andre Gessner	Seal Beach, Calif.	Andre Gessner
41.	Lotus Mk XIX Climax	2495	Dean Causey	Carmel, Ind.	Dean Causey
44.	Lotus Mk XXIII	1478	Frank Monise	Pasadena, Calif.	Frank Monise
53.	Maserati America	2900	Bill Krause	Long Beach, Calif.	Harry Finer
54.	Lotus Mk XIX Ford	3583	Rod Carveth	Woodside, Calif.	Carveth Enterp.
55.	Cooper Monaco Climax	2500	Alan Connell	Fort Worth, Tex.	Alan Connell
57.	Cooper Monaco Climax	2500	Graham Hill	London, England	Bill Sturges
60.	Porsche RSK	1700	Don Wester	Monterey, Calif.	Wester Motors
61.	Maserati Tipo 151	3944	Augie Pabst	Milwaukee, Wisc.	Momo/Cngnm.
62.	Maserati Tipo 64	2985	Brigg Cunningham	Green Farms, Ct.	Momo/Cngnm.
63.	Maserati Tipo 151	5600	Walter Hanegen	Westfield, N.J.	Momo/Cunham
66.	Chaparral-Chevy	5450	Jim Hall	Midland, Tex.	Chaparral Cars
73.	Jaguar Chevy	5450	Pete Brock	Riverside, Calif.	Dulien Aluminum
77.	De Tomaso OSCA	1500	Bob Schroeder	Houston, Tex.	John Mecom, Jr.
80.	Devin-Triumph	1991	H.G. Cadenhead	Los Angeles	H.G. Cadenhead
89.	Mamba Buick Mk I	6500	Ray Pickering	Costa Mesa, Calif.	Harbor Motors
94.	Lotus Mk XXIII	1475	George Sabin	Portland, Ore.	Auto Sports NW
95.	Lotus Mk XXIII	1200	Skip Hudson	Riverside, Calif.	Arclero Bros.
96.	Lotus XIX Climax	2500	Dan Gurney	Costa Mesa, Calif.	Arclero Bros.
97.	L & S Spec Corvette	5450	Rick Lewis	Riverside, Calif.	Jess Tidwell
102.	Lotus Mk XIX Climax	2500	Jack Nethercutt	Los Angeles	Jack Nethercutt
117.	Maserati Tipo 63	2890	Bob Harris	Encino, Calif.	Harry Finer
127.	Cooper Ferrari	1986	Leon Robertson	Sacramento	Leon Robertson
144.	Kurtis Pontiac	7150	Bill Boldt	Torrance, Calif.	So. Calif. Plating
153.	Maserati Tipo 61	2970			Harry Finer
161.	Maserati Tipo 61	2900	Dan Prades	Oakland	Dan Prades
180.	Cooper Monaco Climax	1963	George Grinzewitsch	Sacramento	Van Hausens Mot.
188.	Porsche RS 61	1687	Don Hulette	Van Nuys, Calif.	V. Polak-Porsche
192.	Costin Lister Jaguar	3800	Ted Petersen	Costa Mesa, Calif.	Ted Petersen
212.	Lotus Mk XX Alfa Romeo	1486	Edward F. Mackey	Topanga, Calif.	Edward F. Mackey
222.	Porsche RS 60	1598	Walt Wyenbeck	Los Angeles	Masterson Racing
333.	B.M.C. MK IV Genie	1096	David B. Kyte	Santa Barbara	David B. Kyte
411.	Dallu MK I Chevy	6000	John Cannon	Montreal, Can.	Bardahl Ltd.

Clark's Lotus Captures U.S. Grand Prix

(Standings on Page 3)

WATKINS GLEN, N.Y., Oct. 7---All year long they have been saying of Great Britain's Jim Clark: "He's awfully, awfully quick in that new Lotus 25."

And the gentry wasn't just gum-flapping. He won his 3rd Grand Prix of the season here today---the GP of the US. And by his victory he can still win the 1962 world's championship for Form. 1. If he wins the last title race, the Grand Prix of So. Africa Dec. 29, he's in.

Clark moved up from 3rd to 2nd behind Graham Hill of England, who took 2nd place today in his factory BRM. Hill leads, 39-30. A So. African victory would give Clark 39 points and the title by virtue of having won four races to Hill's three.

The point-scoring system calls for a driver's five best results to count.

Other changes in the standings today saw Dan Gurney, Costa Mesa, Calif., Porsche team driver, move up one notch to 5th place with 15 points, one more than Phil Hill, Ferrari. Gurney was 5th here.

Jack Brabham of Australia, Brabham V8, was 4th and moved from tie for 12th to 9th with three points.

Third behind Clark and G. Hill was Bruce McLaren, New Zealand, driving a Cooper. Sixth and breaking into the championship scoring column with one point was bespectacled Masten Gregory, Kansas City, driving a Lotus.

Clark's average for the 230mi. race over the 2.3mi. course was 108.61mph. His time was 2h7m13s. G. Hill's average was 108.4, and his time was 2h7m22s. McLaren was a full lap behind the pair.

Most of the major drivers racing here today headed west to race in the Oct. 14 LA Times Grand Prix for sports cars at Riverside Intl. Raceway.

Today's finishers:
1. Jim Clark, England, Lotus.
2. Graham Hill, England, BRM.



JIM CLARK
Posts 3rd Grand Prix Win

3. Bruce McLaren, New Zealand, Cooper.
4. Jack Brabham, Australia, Brabham V-8.
5. Dan Gurney, Costa Mesa, Calif., Porsche.
6. Masten Gregory, Kansas City, Lotus.
7. Tony Maggs, England, Cooper.
8. Innes Ireland, Scotland, Lotus.
9. Roger Penske, Gladwyne, Pa., Lotus.
10. Bob Schroeder, Houston, Tex., Lotus BRM.
11. Hap Sharp, Midland, Tex., Cooper.
12. Trevor Taylor, England, Lotus.
13. Joakim Bonnier, Sweden, Porsche.

Close Brush for Surtess In Watkins Glen Crash

WATKINS GLEN, N.Y., Oct. 5---John Surtess, London race driver, had a close brush with death and lost his car when it left the track and crashed during trials for the 230-mile United States Grand Prix.

30 Candidates for New Club's Board

There are 30 candidates running for the 11 positions on the board of the merging Cal Club-SCCA and LA Chapt. of USSCC. They are on the ballot as result of petitions containing 20 or more signatures. Ballots must be returned not later than Oct. 20.

On the ballot are Duane Alan, Lindley Bothwell, Dave Bracken, Jack Breskovich, Pete Brock, Chester Burgraff, John Calvin, Jack Cassell, Jim Chaffee, Walter Coleman, Hal Daunis, Bob Estes, Alan Fordney, R.W. Kastner, Charlie Gates, Jane Sullivan, Chic Vandagriff, Otto Zipper, Lew Spencer, Danny Stephens, Miles Gupton, Alan Johnson, Vernon Jones, Ed Laubley, Ken Miles, Bill Molle, J.B. Nethercutt, Don Ricardo, Denny Shutes and Art Snyder.

Photos of New
Ford Sports Car
Page 6

Vignettes

By Gus V. Vignolle

- Desert Racing
- Merger Near?
- Crise's Pokes

WHAT THEY'RE TALKING ABOUT---

The 2.2mi., eight-turn airport course at Thermal, Calif., projected venue for the Palm Springs Grand Prix for Form. 1 cars Nov. 25, is a helluva lot better than some of America's idiot courses.

I drove out there in 110-deg. heat to survey the course with MERRILL (MICKEY) LOWELL, the youthful and far-too-exuberant promoter. Of course, anyone going out there in that kind of weather should get a gold-plated pass to the nuttury.

But Lowell has composite weather reports and temperature averages over the years which purport to show that it definitely will not be a furnace at the time of the year the Palm Springs GP is carded.

How about the course itself? Actually, there isn't too much that can be said about any airport circuit. The country's most

Continued on Page 3

Riverside Race Facts And Figures

WHAT - Fifth Annual Los Angeles Times Grand Prix for Sports Cars.

WHERE - Riverside Intl. Raceway - 2.6 mi. course, five miles east of Riverside on Palm Springs Freeway -- at the Junction of Highways 60 and 395.

SCHEDULE OF EVENTS

Saturday, Oct. 13
9 a.m., practice begins, 11 a.m., Small Sports Car Race (H and I modified; G, H and I Production) - 30 minute race, 12 o'clock, noon, Formula Jr. Race (Open to Claiming Classes, I, II, III); 10 laps. First 30 cars to finish qualify for Sunday's professional Formula Jr. Race, 2 p.m., Second Annual Invitational 3-hour Enduro (Open to Sports and GT class, A through F Production, and C through G modified, LeMans start.

Sunday, Oct. 14
8 a.m., practice, 11 a.m., Consolation Race 10 laps, 12 o'clock, noon, Formula Jr. professional race, 25 laps (65 miles), 2 p.m., 200-mile Grand Prix for Sports Cars, 77 laps, (200.2 miles, exact distance). Open to the top 27 qualifiers, including nine under 2-liter cars; from the consolation race there will be the four leading over 2-liter cars and two leading under 2-liter cars to fill out the field to 22 over 2-liter, and 11 under 2-liter cars (33 cars).

PRIZE MONEY

GRAND PRIX - \$4,000, plus 1963 Pontiac Grand Prix, valued at \$4500.

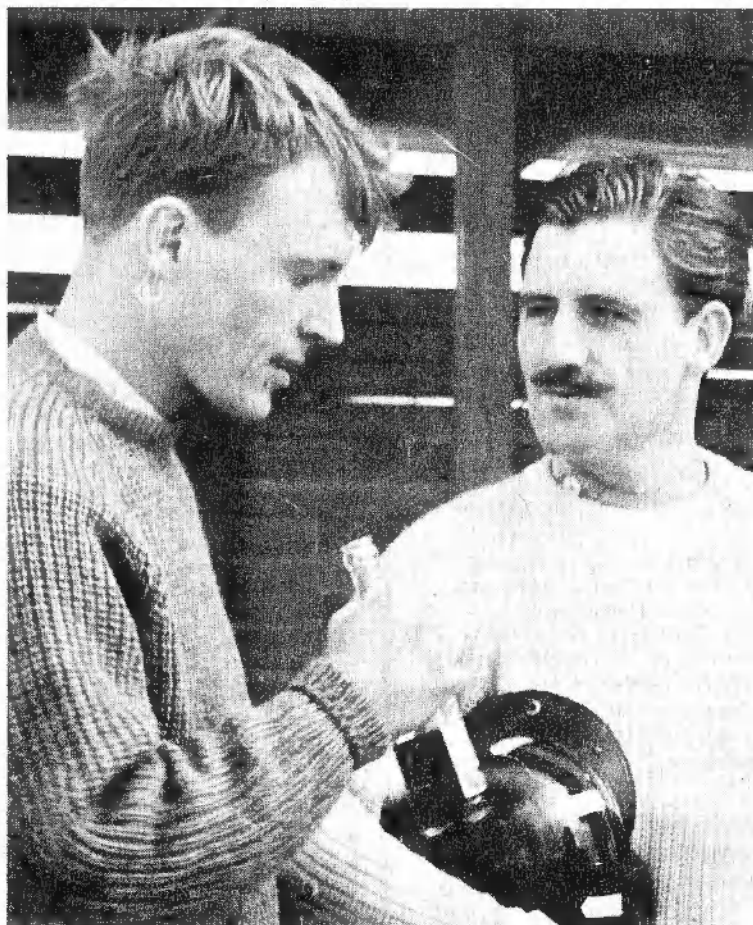
OVER 2000cc	UNDER 2000cc
\$2500 FIRST in Class	\$2000
\$2000 SECOND " "	\$1500
\$1500 THIRD " "	\$1000
\$1000 FOURTH " "	\$ 700
\$ 700 FIFTH " "	\$ 500
\$ 500 SIXTH " "	\$ 300

And, \$100 each to all entrants finishing 31 laps.

ADDED PRIZES

Lap Money - \$25 to leader of each lap; total \$1925.

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TWO OF the big names of Intl. road racing who will be seen at Riverside Oct. 14 are Dan Gurney, Costa Mesa, Calif., left, and Graham Hill of England, Porsche and BRM factory team drivers, respectively. Dan drives a Lotus 19, and Hill a Cooper Monaco at Riverside. Hill is current leader in F1 world championship standings.

MOTORACING photo by Gus V. Vignolle

Letters to MotoRacing

GET RID OF THEM

I am writing this note to you in regard to the strong comments you made about photos being pushed around.

I have been shooting all types of racing for several years now and during this time I have come to know most of the regular photos. Most of them do their very best to uphold the good side of motor racing; however, there are several who do their damndest to hurt motor racing and deserve to be more than pushed around.

Any man who is so hard up for money that he has to take pictures of dead drivers slumped over the side of cars (refer to Ken Dare's picture of Martin at Santa Barbara) and sell them to newspapers, should not only have his film taken from him but never be allowed another pass for a race. No doubt these two-bit cameramen, including Jerry Sims, were doing the same thing.

I've seen these guys actually interfere with ambulance crews trying to extract a driver from a wreck, in order to get their "money making shots". These guys only hurt the sport. We don't need their type of publicity. Let's rid our sport of them.

DAVE FRIEDMAN

Beverly Hills, California

GARNER HAS A POINT

Regarding your column cracks last month concerning the jokers on the Snapper Wrappers covering the racing scene being anything except bonafide newspapermen---display ad salesmen, classified salesman, press agents, hotel clerks, bus boys and the last one, "the part-time pimp you know who is an auto man."

Gus, what is a man your age doing consorting with the latter?

Besides what would the prostitute press do without pimps?

Hope you enjoyed yourself at the Freeloaders Grand Prix, officially known as the Reno Road Races?

BOB GARNER

Redwood City, Calif.

P.S. I'm a full-time man now. See you at Riverside and Laguna and the rates are still the same.

'IT'S THE NOISE'

...Regarding your recent issue of MOTORACING on the Eric Hauser story about Ken Purdy and Stirling Moss, the former said, "I habitually experience a migraine headache after every race."

Do you really know why the headaches? It's the car noise that gets to your brain, not "the effort expended in conquering fear."

Just try the "Vals" some race weekend and see if I'm wrong... Very good article on the Mexico rally bit. If you must go out of the country to have this type of articles, go forth!

LUCKY PIERRE

San Francisco

CORVETTE DRIVERS

"If you haven't already had the word, Paul Reinhart and Bill Sherwood are driving two new '63 Corvette roadsters as a team. Cochran and Celli Chevrolet will back them with full cooperation from the factory. This should really do something for production racing if the horn is blown loud enough. Maybe some of our other fine dealers will join the band wagon when they see the publicity of the winners (I hope). Reinhart, Sherwood, and ol' Red Faris will be going to Sebring for the 12 hours. IF all the details can be resolved and

the expenses taken care of. They are going to keep a full log of what-all happened to them on and off the course and in and out of the shop. If you would go for this on the "local boys" bit, Reinhart will supply photos and the scoop on fielding Faris's 63 Corvette. Daily Chevrolet of San Leandro is helping support part of the project. (Cochran and Celli is in Oakland.) I will keep you posted.

As the youngest retired driver in the area, all I do is keep everyone posted; and work the races. If you need a non-combatant from the San Francisco area, holler. PR for LOOK and SAT-EVE-POST is fine but they don't know a car from a hot rock. Appreciate a yea or nay on the Sebring story as I will be helping Paul glue it together. Stay away from the red ink.

RAY VANECK

U.S. Auto Race Marshal
ex-Western Michigan Racing Assn; ex-NASCAR, ex-USAC.
Concord, Calif.

FAVORS EDITORIAL

...I was so pleased with the last few issues, especially #21 that I had to compliment you on such a fine job. The editorial was just like the old days and the pictures of the people where they shouldn't be were just great. The bottom one on page 5 was a killer (no pun intended).

Now about me---enclosed you will find a list of the races I've been to since 1957, the ones with marks in front of them you will find that I've had pit, guest, press, and photo passes in no official capacity what so ever---yet you have probably (that's a word?) never seen me or have I ever been in your or anybody else's way.

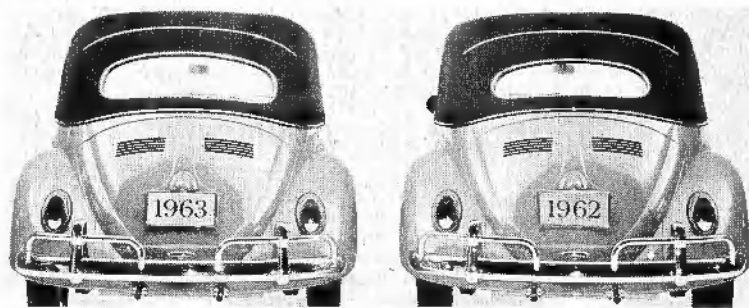
During my high school years ('52-'56) I lived within a block of the Parravano and Lubin teams and just a few miles of Edgars, and I learned if I wanted to be around and look at the big machines I had to keep my hands off and my mouth shut!!! Plus keep out of the way. I do the same when I have passes to races.

I've been interested in road racing for a long time, tho only 24, and find your rag most informative. I have every issue

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CHRYSLER'S ECONOMY 1963 compact, the Valiant, has undergone its first major styling change since its introduction in 1959. It's two inches longer and available for the first time as a convertible. Above: the V-200 4-door sedan; below: the Signet 2-door hardtop.



VOLKSWAGEN'S BIG styling change this fall is a larger rear window on the 1963 convertible (left.) One-third more glass area improves rear visibility. Other changes in the 1963 Volkswagen include plastic headlining, improved body insulation and heater modifications.



Economy Car News...

By LEE ADRIAN

CARL H. HAHN, gen. mgr. of Volkswagen of America, reports daily production of VW is being increased to meet continued world demand and will be 5000 units a day by the end of this year. Current production is 4750 a day ---3400 passenger cars, 700

since my first subscription. MOTORACING is the only thing I've ever kept a steady subto...

HARVEY BARROWS
Redondo Beach, Calif.

P.S. I drive a TR, my brother a Sprite, and my dad a VW with a Porsche in it.

CHEERS FOR MASON

Now your paper is complete. Frank Mason is on your staff. He adds zest to any undertaking, be it judging a Concours, exhibiting his famous "square" TC, or making up to the pretty girls. (How many are you engaged to now, Frank?)

We were real happy to see his "Write Angles". We know his comments will be right.

DONALD M. JACQUIN
Anaheim, Calif.

trucks and 650 VW 1500 passenger cars. Acute labor shortage in West Germany has led the VW factory to hire 2745 Italian workers...

As far as we're concerned, Renault's press and public relations are not only sub-zero from NY Hq., where a former Snapper-Wrapper editor took over, but also right from LA. A new model was introduced here recently, but not a line to this corner. When JOHN GREEN was the distribhere, LEN WEISSMAN saw to it that everybody heard everything about the French car...

Prices of Dodge's new, bigger Dart reflect increases in wheelbase and overall length. 1963 wheelbase is 111in. Price range from \$1808 for the Dart 170, 2-door sedan to \$2225 for the 270 station wagon...

Studebaker, which makes the Lark compact and Avanti sports car, has announced it will warrant all of its cars and trucks for two years or 24,000mi., whichever comes first. New policy goes into effect on 1963 models. Car owners, however, will remain responsible for normal maintenance service, routine replacement of parts, such as filters, spark plugs, ignition points, wiper blades and brake or clutch lining and normal de-

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Vignettes

BY GUS V. VIGNOLLE

**ACTION NOT FAR FROM THERMAL;
YOU GOTTA GIVE LOWELL CREDIT**

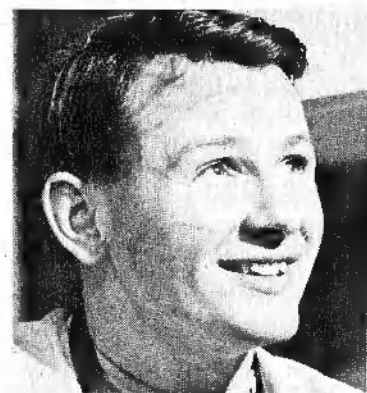
Continued from Page 1

important sports car race is held at an unGodly Hell-on-earth dump called Sebring, Fla. It is a miserable airport course in the middle of nowhere.

No less an authority than RAY LAVELY, one of the sharpest racing men in the country, agrees with this observer that Thermal has it all over Sebring, although why anyone should mention Sebring, let alone use it as a basis for comparison, is a sure sign the heat got through my pith helmet. Lavelly, too, has inspected Thermal.

A leisurely drive from Palm Springs to the course took 35min. Hell, it takes you at least 20min. from downtown Riverside to Riverside Raceway. And let me remind you that the burg of Riverside and the layout (not the course itself) are no bargains whatsoever.

For a big race---where the intent is to draw the peasantry---what big hostilities do you have? Mission Inn, a nice class joint,



Bruce McLaren



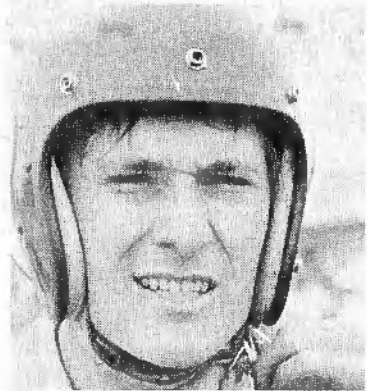
Joakim Bonnier

and the Caravan Motel, a gouging gyp joint almost (but not quite) on a par with the No. 1 Gougeville in the USA, Monterey, Calif. (I know, I've had the misfortune of having had a pad at the Caravan). What else of any significance is there in Riverside?

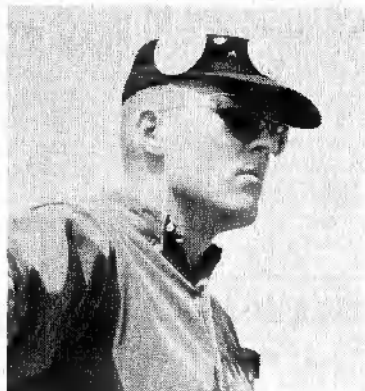
The Riverside course itself sprawls over a desolate minus-zero area where dust, wind and heat were intended. True, they've pumped some oil around the landscape for protection against damage suits arising from people choking to death on the dust.

One is a true road course; the other is an airport circuit (with escape chutes aplenty). . . so there is no comparison there.

At least, 35min. from Thermal you're in a fairly decent hamlet for winter status-seekers that is geared to house thousands. Nor



Don Huette



Pete Brock

is it centavo-ante here, for in season these desert bandits make a course in Brinksmanship look like an Academy for Shoplifters.

THE MEXICANS PULLED THE RUG OUT FROM UNDER HIM

I, personally, do not think the Form. 1 race is going to pull in the peasants. The road racing and sports car cult, yes; but the mass sports Babbitts, no. I hope I'm wrong on this count, though. My guess is that if Lowell gets 10-15,000 paid customers, he'll be doing great. That will hardly take care of the nut.

Lowell is a hard-working neophyte in this rugged race-promoting business. He tried to promote a Form. 1 race in Mexico City last year, but the Mexicans pulled the rug out from under him and told him, in effect, to get the hell out and they'd put on their own show. "Go home, Yankee!" This year, the Mexicans plan to stage what Lowell started --- the date is next Nov. 4.

Thermal is a race way in the hellinone . . . a Formula race which most of the hooligans know nothing about. . . and do you think there will be publicity ANYWHERE NEAR what the LA TIMES gave its Riverside GP? (Guess again, Jackson!)

So---I take off my fez to M. Lowell. He knows these things I have mentioned. I told him about them as we drove over the course. He knows ALEC ULMANN still has not paid the debts he incurred with his US Grand Prix for Form. 1 cars fiasco at Riverside in 1960.

Yet Lowell has the uttgay to go through with it. That means a \$10,000 prize fund and, probably \$20,000 in appearance scratch. As Lavelly said, "You gotta give this guy credit."

Bravo and Buena Suerte!

LET'S CHECK THE LATEST ON MERGER OF TWO CLUBS

You think the Cal Club and ex-LA SCCAers (USSCC) have kissed and made up, and everything is lovey-dovey? Guess again, Boris!

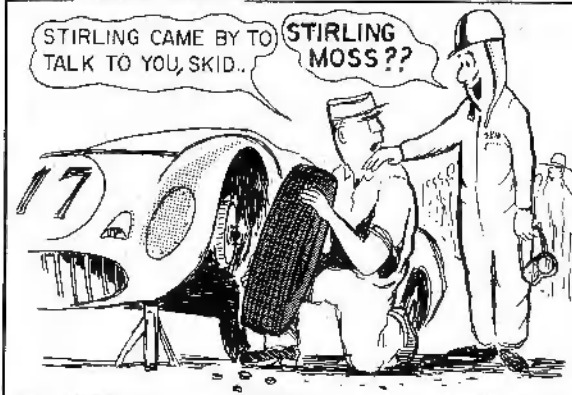
The ex-SCCAers staged their two Pomona races; the Cal Club had its go at Santa Barbara and now comes up with Chavez Rayne Nov. 3-4. Each group staged its own races, without any help from the other, since the merger badinage.

The ONLY singular accomplishment of the merger talk up to this point is that the muscular Cal Club has not threatened to ban drivers racing for the rival club. Could it be---as many have said---that the Cal Club came up with the merger proposal to shed itself of that huge suit instigated by USSCC?

Cal Club kicked the Women's Sports Car Club out of its orbit.

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SKID WHEELER by PUCKISH



Figures on Four Past L. A. Times Races

The biggest sports car race in the country during the past four years, attracting the heftiest crowds, has been the LOS ANGELES TIMES Grand Prix, the 5th edition of which is being held Sun., Oct. 14, at Riverside Intl. Raceway.

The following figures show what each of the past races has drawn in terms of dollars, what the total take was, what the expenses amounted to, and the net for the Times-Mirror Charities.

These figures show how the first 1958 race pulled in the most money through the gate. Expenses were the highest for the 1961 race, and charity got its biggest cut from the 1958 event.

Additionally, the well-promoted TIMES race could serve as a barometer of sports car racing interest in So. Calif. and an indicator of the rising costs involved in such a huge promotion.

The figures:

LOS ANGELES TIMES-MIRROR COMPANY Grand Prix for Sports Cars — Riverside Intl. Raceway

RECEIPTS:	1958	1959	1960	1961
Ticket sales or admission charges	\$134,534.00	\$111,805.00	\$127,357.02	\$121,147.40
Sale of advertising space	5,163.49	5,698.16	7,276.28	9,637.25
Other receipts (entry fees 59¢ & 61¢)	271.96	1,768.00	246.03	1,849.87
TOTAL RECEIPTS (less taxes)	\$139,969.45	\$119,271.16	\$135,329.33	\$132,634.52
EXPENSES:				
Salaries, wages, commissions	6,238.05	11,796.26	8,126.57	8,214.39
Comm. to org. author. artists' appear	1,137.00	1,162.00	2,465.00	2,465.00
Rental (aud., hall or other space)	21,158.14	13,853.17	17,108.55	14,118.41
Rental or purchase of equipment	11,332.00	9,283.60	2,956.00	3,391.32
Prizes	15,332.54	20,082.51	30,466.22	32,038.94
Printing, postage, stationery	1,382.56	709.13	2,145.06	3,689.34
Phone, telegraph, radio, TV time	389.04	511.38	1,080.43	645.11
Advertising costs	4,798.16	6,100.87	5,541.21	8,779.82
Driver expense guarantee	6,950.00	7,391.00		
Transportation	3,635.63	2,454.63	3,703.94	2,879.29
Track expense	2,054.51	2,236.85	5,749.78	6,014.09
Insurance, lunches, money del., photos	2,277.91	2,130.24	838.24	1,211.64
TOTAL EXPENSES	76,685.54	77,711.64	80,181.00	83,447.35
NET FOR TIMES-MIRROR CHARITIES	\$ 63,283.91	\$ 41,559.52	\$ 55,148.33	\$ 49,187.17

(The above figures were filed by the Los Angeles Times-Mirror Co. with the Los Angeles City Dep. of Social Service) * - Figures not shown in report.

WORLD ROAD RACING DRIVERS' CHAMPIONSHIP

(Totals Include 5 Best Results)

Driver, Car & Country	1	2	3	4	5	6	7	8	Total
1. Graham Hill, BRM, Gr. Br.	9	1	6	0	3	9	9	6	39
2. Jim Clark, Lotus, Gr. Br.	0	0	9	0	9	3	0	9	30
3. Bruce McLaren, Cooper, N. Z.	0	9	0	3	4	2	4	4	24
4. John Surtees, Lola, Gr. Br.	0	3	2	2	6	6	0	0	19
5. Dan Gurney, Porsche, USA	0	0	0	9	0	4	0	2	15
6. Phil Hill, Ferrari, USA	4	6	4	0	0	0	0	0	14
7. Richie Ginther, BRM, USA	0	0	0	4	0	0	0	0	10
8. Tony Maggs, Cooper, So. Africa	2	0	0	6	1	0	0	0	9
9. Trevor Taylor, Lotus, Gr. Br.	5	0	0	0	0	0	0	0	6
10. Jack Brabham, Lotus, Australia	0	0	1	0	2	0	0	3	6
11. Giancarlo Baghetti, Ferrari, Italy	3	0	0	0	0	0	2	0	5
12. Lorenzo Bandini, Ferrari, Italy	0	4	0	0	0	0	0	0	4
13. Ricardo Rodriguez, Ferrari, Mex.	0	0	3	0	0	1	0	0	4
14. Willy Mairesse, Ferrari, Belgium	0	0	0	0	0	0	3	0	3
15. Joakim Bonnier, Porsche, Sweden	0	2	0	0	0	0	1	0	3
16. Carel G. de Beaufort, Por. Holl.	1	0	0	1	0	0	0	0	2
17. Masten Gregory, Lotus, USA	0	0	0	0	0	0	0	1	1

Key: Race 1, Grand Prix of Holland; 2, Monaco; 3, Belgium; 4, France; 5, Great Britain; 6, Germany; 7, Italy; 8, U.S. Points: 1st, 9 points; 2nd, 6; 3rd, 4; 4th, 3; 5th, 2; 6th, 1. Next world championship race: Grand Prix of So. Africa, 29 Dec.

MONZA, Italy, Sept. 16 --- Marcella de Luca, an Italian driver, died tonight at Monza hospital from injuries suffered during a Formula Jr. car crash today.

BRM Clinches Championship

With eight Grands Prix completed and only one more to go this year (So. Africa), BRM has clinched the Form. 1 Manufacturers' Championship with 47 points. This resulted from BRM's second place in the US Grand Prix at Watkins Glen Oct. 7.

Next come: 2, Lotus, 36; 3, Cooper, 31; 4, Lola, 19; and 5, Porsche and Ferrari, 18 each.

Announce Rally to Acapulco Oct. 23-28

A rally with a prize fund of \$11,200 (US), starting in Los Angeles and Guadalajara, Jal., Mexico, and ending in Acapulco, Oct. 23-28, has been announced by the Rally Automobile Club of Mexico City. First place pays \$4000 and there will be cash prizes through 25th place.

Oct. 23, LA-Hermosillo; 24, Hermosillo-Mazatlan; 25, Mazatlan-Guadalajara; 26, rest in Guadalajara; 27, Guadalajara-Mexico City-Taxco (overnight in Taxco); 28, Taxco-Acapulco.

Entry fee is \$76, which includes all hotels but not meals. For details: Rally Auto Club, Av. Chapultepec 471, Segundo Piso, Mexico D.F.

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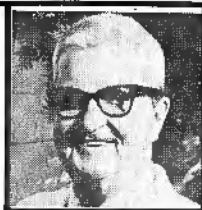
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WRITE ANGLES

By FRANK MASON

Let Us Give
All Of Them
Some Applause



MOTORACING and other publications are currently loaded with photos and columns devoted to the Riverside Grand Prix. Headlines and pictures feature the internationally famous drivers then the cars.

Public relations experts are having a ball and putting on a good show; here's something they can really rave about. You ought to see the bales of stuff coming to MOTORACING. Every word and pic that gets into print is justified; a Grand Prix is indeed an important and immense event, and how effective all this ballyhoo is reflected in the enormous spectator response.

I read it all and go along with the infectious enthusiasm. But I sometimes wonder.

These hero drivers are genuine; nobody the least bit phony or lacking the necessary qualifications ever reaches Grand Prix stature. They are supermen and deserve every word of praise piled on them. BILL NOLAN'S new book YANKEE CHAMPION (the PHIL HILL story) will deliver a new load of glory for one swell guy who has earned it. But...

THE MACHINE HELPS

Without that magnificent hunk of racing machinery he pilots to victory our hero wouldn't be up there on that pedestal. And behind that car there is an entire battalion; hundreds who have each made a significant contribution somewhere along the line. The engine, the frame, the tires—every part, component and accessory of a Grand Prix racing machine is the end result of clever designers, engineers, draftsmen, mechanics and so forth.

Drawing boards, factories, workshops, wind tunnels, proving grounds, etc., are manned with dedicated personnel all doing their bit. But when are they photographed or mentioned in print? A supposedly perfect racing machine from the factory requires the attention of an expert crew each time it competes. The chap who sets up the car to get the

utmost out of it is often as much of a race winner as the driver, and I'd like to put in a plug for those behind the scenes who don't get much public attention and are in fact often forgotten or overlooked by the majority of race fans and spectators. They are usually neglected by the pubrel guys.

In pre-race articles and at the track it is the driver who gets the acclaim, the trophy, the awards, the cash, the victory wreath, the kudos, the applause; and more publicity and photographs. And books and articles written about them. And he sure as hell earns all he gets.

CREDIT TO OTHERS

But let's give some credit to others. Take the pit crews, usually headed by a master mechanic. Right there in the pit a win on the track was often made immediately possible. And behind those on hand, all that research, engineering and so forth responsible for the superb machine which helped make the driver a hero.

I'd like to go a little further and include other help at the track. The Long Beach MG Club furnishes flagging and scoring teams. MERLE STANFIELD'S corner marshals put in many long practice hours besides functioning at the actual races. JACK DUNCAN'S scoring team is a crew of hard-working exact guys and dolls with lap charts and precision stop-watches. They have a tough workout recording qualifying trials and at championship races each and every lap by each driver is tallied to fractions of a second.

The hero driver is a hero all right, but his victory is not exactly a solo performance. He gotta lotta help.

MGB, 1100 MG SEDAN SMASH HITS

By A. LOHA
Special to MOTORACING

NEW YORK---For anyone who had hopes for a return to... a decent, sporting, masculine type of outdoorsy car, specifically, the kind of machine that attracted discriminating people types in this country some 14 years ago (1948 and before), those hopes were quashed last week when Morris Garage presented to the public press here their offering of the 1963 MGB. A refinement of the earlier "A" model, which has held rapt sway among MG enthusiasts for the past seven years (the first A appearing after two years of the TF models---(circa 1954 and 55), the B is at once a logical progression from the now passe "A"---and a joiner to the roll-up-window clan.



HERE'S THE LONG-AWAITED NEW MGB



FANTASTIC SUSPENSION FOR 1100 SEDAN

Everybody's doing it... the Triumph TR4 was the first to offer a glass on the door, Sunbeam has done it from the time of their first Alpine in 1953, and we wonder if the next sports car to be offered with roll-up windows might not be the Formula 1 Lotus!...

In New York, BMC and Hambro split the tab for one of the most elegant press showings in the history of MOTORACING'S contributor's New York tenure. Held in a brand new---and not even completed---hotel, the Americana, guests were treated to pre-luncheon largess surpassing any.

As a "pro" who has followed the cocktail circuit across the country and out into the Pacific Ocean, this publication's reporter was hard put to keep up with the generosity of the hosts. But we were talking about the new BMC machinery, weren't we... (were we? I just got back to my typewriter).. Well, let's start with the 1100. We doubt there is one suspension engineer who will argue the almost fantastic suspension system in the new, brand new,

MG Sedan. The car, replacing the Morris Minus and Oxford, has a hermetically sealed unit consisting of a rubber cylinder

filled with a mixture of water and anti-freeze (YES, ANTI-FREEZE) at each wheel. The way it works is when a front wheel hits a bump, compression of the "hydrolastic" unit forces the fluid to the rear, or, to a rear cylinder. Hence, through an almost conventional connecting system, a level is perpetuated so that stresses to parts that normally transfer a shock to car passengers is almost eliminated. A significant aspect is that the Hydrolastic system has no mechanical parts---no springs, no shock absorbers, and it needs no maintenance, BMC claims.

Now, the MG Sedan carries other advantages over its predecessor, the Morris Minus. Not to mention the 850, come to think of it. Those who thought that the Mini Minor was the last straw will, beyond a doubt, take another straw. The Sedan is bigger, comes in two and

four-door models, has a soupier power plant. It looks like an enlarged 850, but don't let any BMC designer hear you say it. And they're right, it's only the sheet metal that bears a resemblance to the Mini.

As for the "B"... one impression, overheard, was that headlights cut out on the front bear a strong resemblance to a certain French car. That is, the bodywork on the front has the same sort of recess that the Zut-Allors! car has. Sure. The "B" also has windbreaks and roll-up windows, just like a couple of its British cousins. But... you wanna (hic) know something? It really looks snazzy. It looks like it "belongs" now. That is, if you admit to yourself that the days of the "good-ole-TC,TD" are over. OK, I'll shut up, but not before I tell you that engine capacity has been boosted and so has hp.

The new Austin-Healey 3000 also was shown. It has roll-up windows and a wrap around windscreen, too.

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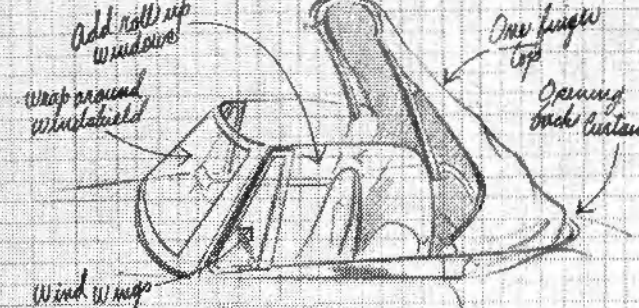


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SHORT AND SWEET



BY FLAVIO ST. GERMAIN

SERGE MAY, leading Lotus 7 driver in these parts, is the new genl. mgr. at DICKRYDEL's Autosport in Redondo Beach; the other chap didn't last long . . . Del Mar Notes: CHARLES BEAUMONT, Porsche 1600S, the well-known writer, took a 5th in the Sat. D Prod. race; couldn't spot his name in the Sun. action; what's this SCOTT BRILEY Fan Club compiling result sheets?; they're not lapping Doc BILL MOLLE any more, he taking 2nd in his G Lotus 23 behind FRANK MONISE (F Lotus 23) both days; and KEN MILES a 4th and a 3rd in the Alpine; and unusual to lamp PAULA MURPHY'S name down in the race charts. What she needs is that VASEK POLAK Porsche . . . ROBERT COOGAN, 37, one-time sports car racing photog, was one of three men arrested last week on suspicion of possession of heroin. Coogan, 10632 1/2 Whipple St., whose record includes previous arrests on suspicion of possessing narcotics, was pinched at the Grand Prix Hobbies, 5211 Lankershim Blvd., which features slot-racing and which he operates in No. Hollywood. Detectives said two packets containing powder believed to be heroin were found in Coogan's shirt pocket. Coogan posted bail \$3,600 . . .

FRED GAMBLE, out of Florida formerly with the Camoradi race team, then with Standard - Triumph and driver for a brief period, is now with CARROLL SHELBY'S burgeoning firm in Venice. He's handling advertising and public relations . . . BILL KRAUSE finally landed a Honda motorcycle dealership in Inglewood, not in the Valley as previously reported, according to BILL NICHOLS of the Japanese firm. . . HUGH RANDOLPH writes in the OAKLAND TRIB that it appears DON SEIKE, the announcer, and incumbent SANDY GREENBLAT will run for RE of the SF SCCA . . . Announcement of the marriage in Dallas of MRS. ELIZABETH BROOKE BLAKE and SAMUEL ALLEN GUIBERSON III. Is that the

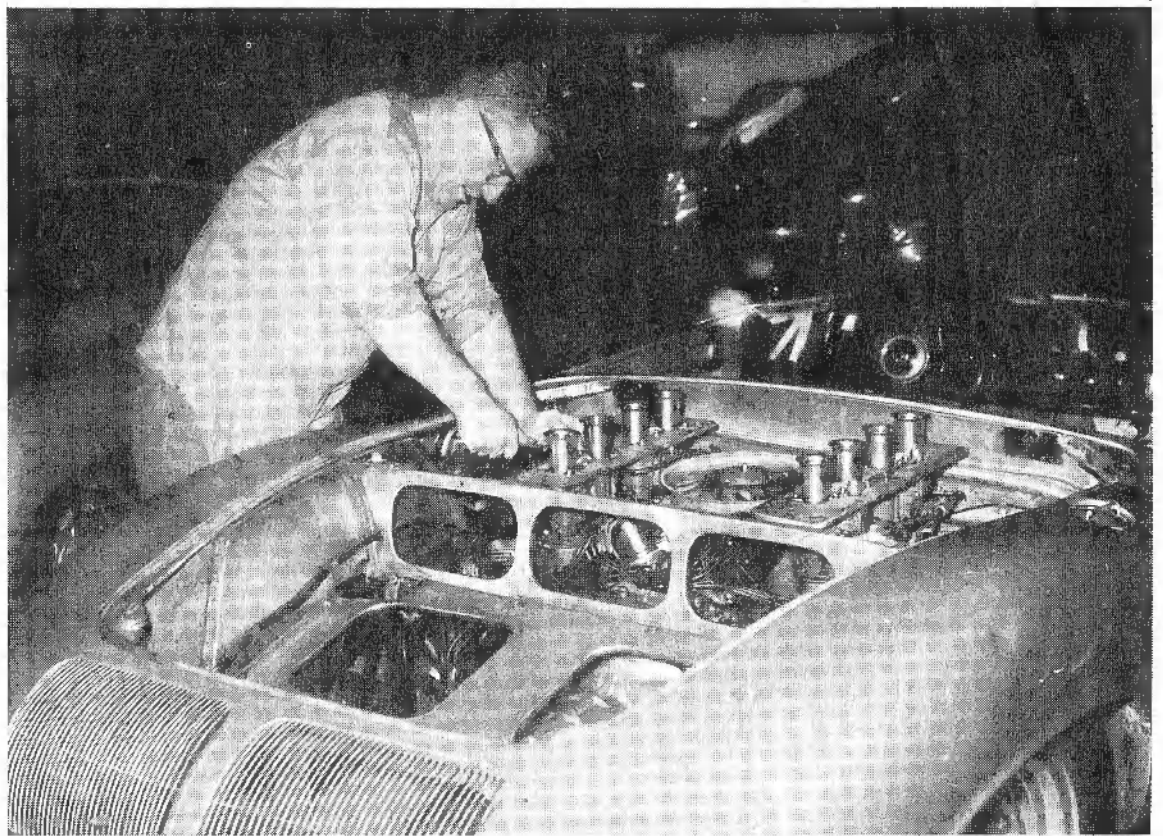
Allen Guiberson who had top pilots going for him in Ferraris a few years ago? . . .

PETE BROCK, who is so enthusiastic about racing that he lives across the road from Riverside Raceway, is one of the candidates for the bd. of dir. of the two merging local clubs---and he's a good choice. He's driver-conscious, having been in road racing since 1950, when he was a flagman at Pebble Beach and No. Calif. Then he came to LA and raced for three years aboard a Cooper and Lotus. He was a member of both clubs, later aligned with the Cal Club, and understands the biz from the worker's and driver's standpoint. At present he's with CARROLL SHELBY, handling the drivers' school at Riverside, testing Shelby's AC Ford-powered Cobra and helping with advt. designing and production . . . JAMES E. FORD, pubrel dir. for USAC, reports the SF EXAMINER is promoting the upcoming Oct. 21 Laguna Seca race. No signed sanction agreement had been received when the Sept. 13 issue of USAC NEWS went to press. That's why the deletion . . .

Announcer JIM MATTHEWS' Siata-Corv. was used in filming TV commercials of pit action at Riverside. TED ROBERTS was also in on the project. TED DAVIS was the agency rep . . . CHUCK GOUNIS and JOE PUCKETT were just two that had trouble with SF SCCA weekend cops at Reno. They said they were not allowed to take their Elva FJr. across to the pit gate when the course was open. Snarled one SCCAer: "You guys from the south are all the same!"

The Long Beach MG Club has demonstrated that the sports car fraternity is not a noisy set of juvenile delinquents. Finding that no civic group was doing anything about welcoming foreign exchange students, the women of the club got active and arranged a gala day starting with breakfast at members' homes, a scenic tour of the city and harbor, an

Continued on Page 7



MOTORACING photo by Gus V. Vignello

SURE TO ATTRACT much attention in L.A. TIMES Riverside sports car race is this new 2-liter, 8-cyl. Porsche Flat-8 to be driven by Joakim Bonnier of Sweden. Car is being prepared by Vasek Polak, Manhattan Beach Porsche expert. Bonnier won the under-2 liter class recently in the Northwest Grand Prix. Polak's entry is Don Hulette, who will drive a Porsche RS61.

Gurney Wins Both Heats of NW Grand Prix

KENT, Wash., Sept. 30--- It was Dan Gurney of Costa Mesa Calif., in both 100mi. heats of the \$15,000 Northwest Grand Prix for sports cars here today at the 2.25mi. twisting Pacific Raceways. He drove the familiar Arciero Bros. Climax-powered Lotus 19 Monte Carlo and averaged a shade under 90mph.

Another campaigner here from the European wars, Masten Gregory of Kansas City, an American living in Paris, finished second in both heats after pressing Gurney in the first 100-miler. He, too, drove a Lotus 19.

Third overall in the over-2 liter class was Bill Krause, Long Beach, Calif., in a Birdcage Maserati.

The under-2 liter winner was Joakim Bonnier of Sweden, piloting the new 1998cc Porsche Flat-8, which made its U.S. debut and next shows at Riverside Oct. 14.

Following in this class were: 2. Pete Lovely, Seattle, and George Sabin, Portland, Ore., co-drivers, Lotus 23; 3. John Wolfe, Denver, Elva; 4. Jim Rat-

49th Paris Auto Show Opens

PARIS, Oct. 4---Before a massive throng at the Porte de Versailles, the 49th Paris Automobile Show opened here today, with the British exhibiting 32 makes of cars, the Germans 20, the French 19, the Americans 17, and the Italians nine.

There was a total of 108 makes of autos and trucks amid the lavish displays of 12 countries.

Unlike other years, there were no revolutionary offerings in engines or in bodywork. General trends pointed to improvements in suspension systems, simplification of air and water cooling systems, a boost in the use of disc brakes and better automatic transmissions. Most new models were less streamlined, and the accent was on roomier interiors.

Heightened international competition is noted this year as a result of the advent of the European Common Market.

The French are on the glum side, for in the past three years their annual production increase has been 4.5% as compared to 12.5 for the Germans, and 24 for the Italians. Frenchmen are not using their cars because of the high cost of petrol and shortage of superhighways.

There was an 8% increase in gas consumption in France this year. This compared with 15% in Germany, and 25% in Italy.

The show runs for 11 days.

tenbury, Vancouver, B.C., Porsche Spl.

Then came George Grinewitsch, Sacramento, Cooper Monaco; Don Wester, Monterey, Porsche RSK; Innes Ireland, Scotland, Lotus Monte Carlo.

Gurney had the same pre-race woes he experienced with the Lotus last year at Laguna Seca and in other important races. He almost did not start. Mechanics worked till the last minute installing a new gearbox.

Dan started last in the 23-car field. He took the lead on the 12th lap from Gregory. Gurney had the pole in the 2nd heat and led all the way.

The Porsche factory team dri-

ver set a lap record of 1:28.9 in the 2nd 100-miler, topping Gregory's qualifying record of 1:29.2

A crowd of more than 25,000, biggest ever to see a sports car race in the Northwest, was on hand at the recently-opened winding, scenic course not far from Seattle.

Palm Springs GP

The Palm Springs Grand Prix, originally carded for Nov. 18 at the Thermal Airport, has been postponed a week to Nov. 25, according to Promoter Merrill (Mickey) Lowell. Amateur races including Form, Jr., also will be held Nov. 23-24.

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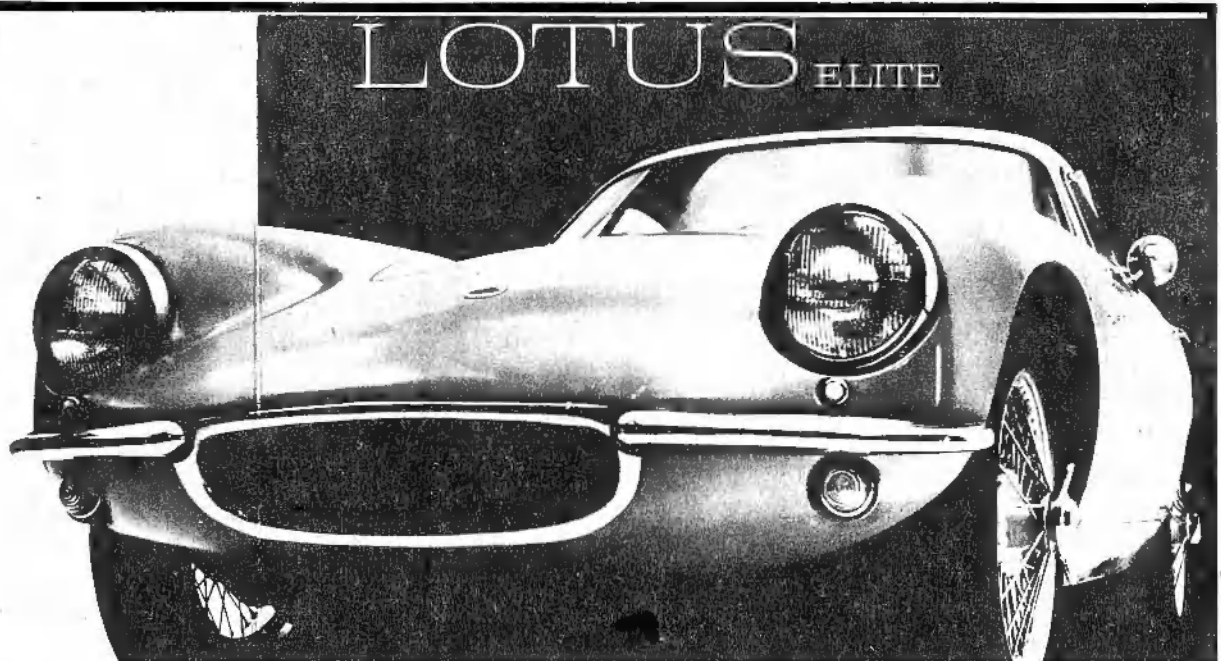
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Rally. . . Round

By ISABEL HAAS

GOIN'S ON AROUND TOWN: If you don't go to Riverside on Oct. 14, you might take in Long Beach FCCA's Rally de Rallyes IV. Starts at Lakewood Shopping Center, Lakewood Blvd., north of Del Amo. This is a fun event with an assortment of events. Pre-entry, \$3; post, \$3.50. Call BOB MOORE at GE 3-5934 . . . BOB & GLADYS STORER of LSCC & VWOC placed 8th on the Continental Divide Rally in Colorado last month . . . Unofficial rating of Rally de Wheele Bounce is about 73% . . . Start sharpening your rallying. Rally Associates Limited (RAL) is putting on their first-of-a-series Pro-Am rallies on Nov. 25. JEFF SADLER is rallymaster. This will be a 4-1/2 hour rally, starting at Stonewood shopping center at 9 a.m. First place is guaranteed \$25; 2nd, \$20; 3rd, \$15, 4th, \$10; and 5th, \$5, or 80% of the total entry fees will be prorated to the first five, whichever amount is greater. The more entries, the more loot. Pro entry

fee is \$5. The "Am" class will compete for trophies, five deep, and pay only \$3.50. Current plans are to present awards at finish of rally . . . La Mirada SCC will do the same at the finish of Huddle Bussie. Hand out trophies, that is. No cash for this one. Entries are past the 40 mark now . . . There are only two more No. Calif. championships left. Nov. 11, Formula 4 puts on Cranberry Caper, and Twin Valley's Rally de Noel is Dec. 2 . . . A race for the best turnout seems to be developing between RAL and CAR, each of which will have between 7 and 10 cars on Encore-Booster, the Oct. 28th open. GARY SIMPSON & CHUCK CEN-CIBAUGH of Fresno's Mid-Cal SCC have sent their entry in . . . Final calendar for this year plus the first three months of '63 will be available at the Oct. SCCSCC meeting, and some vital statistics on the last two championship rallies should be forthcoming, we hope. There's been no news on SSMCO's Queen Bee or AHOC's Sundown . . .

RACE FACTS

Continued from Page 1

Contributors - Lucas Electrical, Shelby American, Inc., Bell-Toplex, 5 Star Pirelli Tire Co., K & W Products, Inc., Autosport, Lodge Sparkplug Co., Moon Equipment Co., M.G. Mitten Inc., Rootes Motors.

ACCESSORY MONEY

Goodyear Tire & Rubber Co., \$1,500; \$1000 to overall winner, \$250, to second place car, \$250, to third place car. (Paid only if these cars are using Goodyear Tires) Auto-Lite Spark Plugs and Champion Spark Plugs, \$1000 each
OVER 2000cc
\$150 First in Class
\$125 Second " "
\$100 Third " "
\$75 Fourth " "
\$50 Fifth " "

(Amounts paid by each company -- paid only if these cars are using company products)

Qualifying prize money -- \$400 by Dean Van Lines \$200 for fastest over 2000cc qualifier, \$200 for fastest under 2000cc qualifier.

Formula Junior Purse --- \$1500. First place - \$600, Second place - \$400, Third place - \$200; Fourth Place - \$150, Fifth

place - \$100, Sixth place - \$50.

Added - \$50, first in Class II by Formula Racing Assn., \$50, first in Class III by Autobooks.

Admission Prices

Saturday, Oct. 13 -- \$2, general admission; 50 cents for children 12 and under and servicemen in uniform. (Spectator Gates open 8 a.m.)

Sunday, Oct. 14 -- \$3.50 general admission; \$1, for children 12 and under and service men in uniform; \$2.00 extra for reserved seat. (Spectator Gates Open 6 a.m.)

FORMER WINNERS

1958 - Chuck Daigh, Long Beach, Calif. Scarab MK 11, 2 hr. 17m. 15 s. (88.9 mph average).

1959 - Phil Hill, Santa Monica, Calif. Ferrari 3-liter, 2hr.16m.45s. (89.05 mph average).

1960 - Bill Krause, Long Beach, Calif. Maserati Tipo 61, 2hr.13m.10s. (91.05 mph average).

1961 - Jack Brabham, London, England, Cooper-Monaco Climax, 2 hr.9m.33.8s (94.06 mph average).

NOTE: All previous races held on 3.275 mi. course, distance 62 laps, actual 203.05 miles. Lap record for current 2.6mi course Kurt Neumann, Dolphin - Ford Formula Jr., 1:46.9. Total Attendance: 295,600; Contributed to Times-Mirror Charities - \$207,589.29.



Slalom Column

By DENNIS McCOSH

Glendale FCCA sponsored their first Championship slalom at the Chavez Ravine Naval Reserve Training Center parking lot and set an attendance record doing it. The event was entered and run by 190 drivers, 10 more than the previous high mark for Championship events set by ROCA last year.

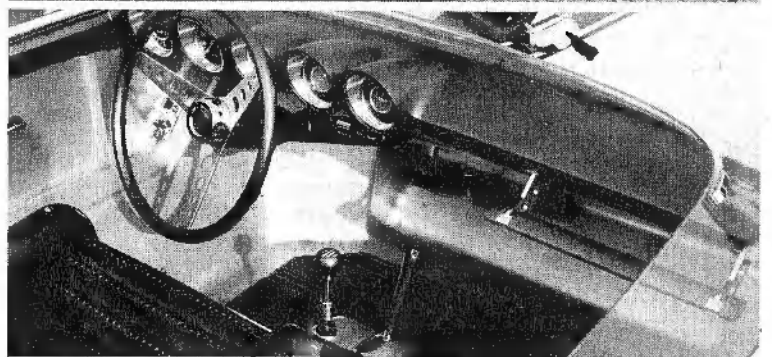
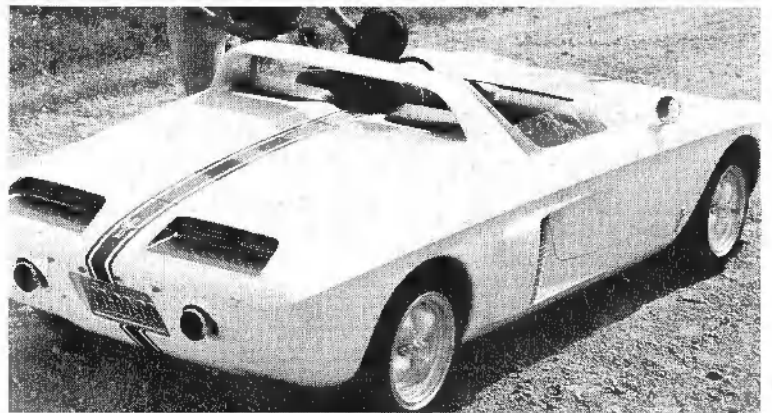
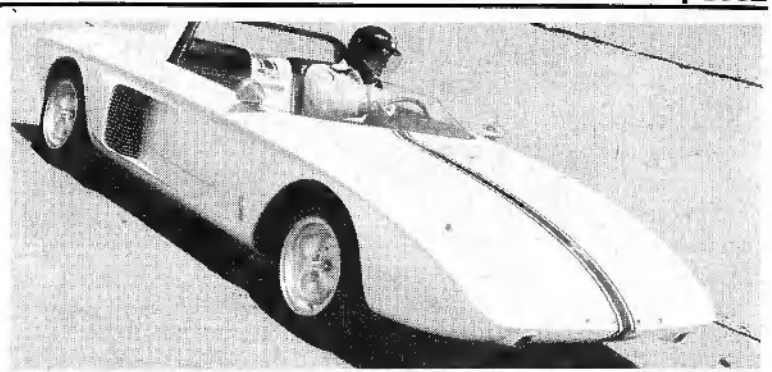
The event, planned and executed by MAL DOHERTY, three-time slalom champion, and BILL COOPS, a top sedan driver, was well done and was undoubtedly one of the best events of a year noted for number of quality events. Obviously, dropping the event rating system used last year did not hurt the sport one bit.

GFCCA also set a record for getting out results -- four days-- which is fantastic considering the number of entries. Keeping the run cards separated into classes in a file box helped, I'm sure, by cutting down sorting time.

Safety inspection was good and course safety and organization were excellent. The course itself was excellent and was suited to all marques as the top times of day show. Mal and Bill made very intelligent use of the lot, which added to the interest and length of the course. The event was run so smoothly that the last car was done by 3 pm. Good planning pays off. GFCCA used the letter run group system for calling cars to the grid and it worked beautifully, contributing a great deal to the smoothness of the event.

A month after the BAMA Inter-marque Trophy Day took place the "results" were received by the entrants. There is no excuse for such a long delay, especially since the "results" were nothing more than a list of trophy winners. Of the 500 or so drivers who ran the event, only 72 had their names in the results. Also many who got their names on the list don't really know how well they did, since only the top 10

Continued on Page 7



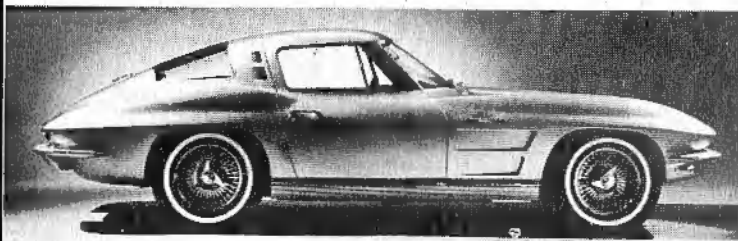
THREE VIEWS of Ford's new sports car---the Mustang--- which you first read about in MOTORACING over two months ago. The experimental 2-seater (only one has been built) has a V4 engine developed by Ford of Germany, which originally was to go in the Cardinal sub-compact that has since been abandoned. The 1500cc engine is behind the driver and forward of the rear axle. Of unit construction, the body embraces only five sections of aluminum, including the two doors. The seat is an integral part of the body parts. The car was built by Troutman-Barnes of Culver City, with final assembly in Dearborn. Ford says the 109hp car has a top speed of 117mph and a potential of 35mpg on the highway. The 1500-lb. machine stands only 28.8 in. at the peak of the hood (39.4 in. at the top of the airfoil roll-bar), has a 90-in. wheelbase and 154 in. overall length. Headlights are retractable. Ford will closely study public reaction before considering production of the Mustang. Right now, Ford's sports car to be produced in quantity is Shelby's AC Cobra (Ford-powered), and the company is working on the Lotus-Ford which Dan Gurney will drive at the next Indianapolis 500-miler.

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Abarth, Lancia

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KEN MILES in charge of the
Service Department

Monise WINNER

DEL MAR, Calif., Sept. --- Frank Monise of Pasadena won the 25-lap feature of the San Diego SCCA races here today in his Class F 1500 Lotus 23. He averaged 62.3mph and lapped the entire field.

RETREADS

World's safest retreads now available in 2 new tread designs



"R-5" RACING CAP

Our latest racing tread design created for and by race drivers. 100% NATURAL RUBBER specially compounded to our rigid specs is used to rebuild your racing tires. Most of the winning drivers use our "R-5" caps.



"B-7" STREET CAP

Our newest design created for superior road holding, cornering, long wear and sure-footed wet weather traction. A "street cap" featuring 100% NATURAL RUBBER. Now available at low, competitive prices. Write today for special mail order offer.

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BY PHONE: In Los Angeles call AX-minister 2-0287. (This is the number for the classified Dept. only.)
IN PERSON: Come to 4041 Marlton Ave. in the Crenshaw Shopping Center, next to Barker's (This address is for the Classified Dept. only.)
BY MAIL: Send your ad to Classified Dept., MOTORACING, 4041 Marlton Ave., Los Angeles 8, California.

RATES —
75c PER LINE, one time.
MINIMUM: 5 lines. **CONTRACTS:** Apply for rates.
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AGENCY COMMISSION: 15% commission payable to accredited advertising agencies.

SPORTS CARS

1956 MERCEDES BENZ 300SL \$3,000. or? Mechanically A-1. Made into roadster but very nice job. Needs few small things. Must sell immediately. John Masterson, MI 3-5474. 3111 East Main, Ventura, Calif.

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SUPER SPORT CAR #83
Ready to Race
2 rear ends, 10 tires, 8 extra wheels.
NE 1-3698
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Lynwood, California

'61 3.8 Jaguar Sedan

AUTOMATIC TRANSMISSION
POWER STEERING
AM-FM RADIO, HEATER
European factory Air Conditioner
WHITE SIDE WALLS
ROYAL BLUE
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V-8 ENGINE
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ULTRA ALL OUT
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ALL IMPORTED CARS AND RACING CARS

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Englebert Close Out Sale

Racing, Rally & Conventional Tires

Size	List	Now!
520 x 13	\$22.35	\$11.18
550/590 x 15	30.82	15.41
600 x 16	55.40	27.70
700 x 16	91.56	45.78

These are only a few of the outstanding bargains available on these new Premium Grade Tires. Above prices do not include taxes.

CHECK YOUR SIZE TODAY

While They Last — And They're Going Fast!

Call WEBster 5-1479, or write MOTORACING,
P.O. Box 392, Dept. E., Culver City, Calif.

00 CORVETTE FOR SALE

Consistent West Coast Winner



327 Cu. In. . . . 360 H.P. . . . 4-Speed transmission . . . Posi-traction rear-end . . . Heavy duty racing suspension . . .

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PERSONALS

Please call Headquarters.

David, I now have the necessary funds to launch the all-out campaign against the Mortuary Trust, thus enabling me to push through legislation for BURIAL AT SEA. I think that, finally, cemeteries and cadaver cosmetics are on the way out. Contact me at P.O. Box 34648, Los Angeles 34, Calif., if you agree with me and want to help this worthy project. I need manpower to spread the word. — John Adreim.

Yola-Yola — You will find the Applejack and the Vino Tinto in the left-hand drawer, top center. It is not cheap red wine, by the widest stretch of the imagination. — Mario Polo.

After 8 years of married life, now a bachelor. Available. George Buchanan. OL 4-8882.

LOST AND FOUND

Bundle of counterfeit bills (circa 1939). Describe and list serial numbers. MOTORACING, Dept. K, P.O. Box 392, Culver City, Calif.

SHORT AND SWEET



Continued from Page 5.

Alfresco barbecue lunch one of the city parks, a short talk by the mayor and a gift for each foreign student. EDNA McALISTER, whose husband DICK is club president, chairmanned the day's doings with help of DAWN DUNCAN, SUE RUCKER and MAXINE AVERILL. WALT MASTERS planned the tour, the exchange students with their American "buddies" being taken via sports cars to many points of interest.

I. Lindqvist

FOREIGN CAR SERVICE

3835 Sepulveda Blvd.

Culver City, Calif. VE 9-2033

SLALOM COLUMN

Continued from Page 6

times for each event were listed.

Only the top three overall places and their points were listed. How were these points determined? How could anyone receiving the "results" determine who came in fourth or where they finished among the 500 entries? Not only were the "results" grossly incomplete and two weeks (at least) late; they arrived "post-tage due-4 cents".

The last Championship of the year is scheduled by South Bay FCCA for Oct. 28-- if they can find a lot.

GFCCA TROPHY WINNERS:

CLASS A			
1. C. Gillan	Sprite	ROCA	1:03.01
2. W. Stone	Renault Alpine	PSCC	1:04.53
3. J. Said	Berkeley	SPCCA	1:04.59
4. R. Thacker	Sprite	AHOC	1:05.54
5. R. Clunk	Sprite	AHOC	1:05.80
CLASS B			
1. M. Evans	Morgan	PSCC	1:04.82
2. D.W. Dow	MG TD	Lockhead	1:06.91
CLASS C			
1. W. Harper	Porsche	LEMG	1:04.26
2. R. Burns	Porsche	PSCC	1:04.77
3. W. Reed	MGA	SCMG	1:05.02
4. V. Van Dusen, Jr.	MGA	SCMG	1:05.29
CLASS D			
1. W. Lester	Austin-Healey	PSCC	1:03.28
2. J. Barron	AC Bristol	PSCC	1:04.21
3. D. McCosh	Austin-Healey	PSCC	1:04.77
4. C. Alexander	MGA Mk II	PSCC	1:05.57
CLASS E			
1. D. Florell	Jaguar	None	1:05.42
CLASS F			
1. L. Kalso	Prinz	PSCC	1:05.78
2. B. Cunningham	BMW	Cal Club	1:06.78
CLASS G			
1. G. Follmer	Corvair	CSCC-SCCA	1:07.71
2. W. Morville	Volvo	PSCC	1:08.54
CLASS H & J			
1. D. Lehmann	Renault	ROCA	1:04.45
CLASS A (WOMEN)			
1. Mary Rosen	Abarth	PSCC	1:12.10
CLASS C (WOMEN)			
1. Patricia Litz	Porsche	PCA	1:09.53
CLASS D & E (WOMEN)			
1. Sue McCosh	Austin-Healey	PSCC	1:11.26
MIXED COUPLES			
1. Dave Lehmann-Jean Lehmann			2:10.21
2. Dennis McCosh-Sue McCosh			2:16.03

SCCSCC CHAMPIONSHIP STANDINGS

1. Gillan	ROCA	600.0
2. Doherty	GFCCA	535.1
3. Stone	PSCC	515.1
4. Harper	LEMG	513.0
5. Lister	PSCC	444.1
6. Newton	PSCC	420.5
7. McCosh	PSCC	408.7
8. Flynn	ROCA	355.4
9. Huston	RAM	355.0
10. Reed	SCMG	344.5
11. Evans	PSCC	315.8
12. Rodemsky	RAM	305.1
13. Van Dusen	SCMG	297.7
14. Barmore	SCMG	296.5
15. Garland	SCMG	290.6
16. Alexander	PSCC	283.9
17. Hartung	POC	251.0
18. Ross	AHOC	244.1
19. Potter	ROCA	239.6
20. Clock	AHOC	234.6
21. McKeever	ROCCA	228.6
WOMEN'S MODIFIED		
1. Lehmann	ROCA	591.3
2. Sherwin	ROCA	106.3
WOMEN'S SPORTS		
1. Rouen	PSCC	593.6
2. Doherty	GFCCA	588.1
3. Huston	RAM	585.9
4. McCosh	PSCC	581.6
5. Johnson	GFCCA	575.7
6. McCarty	SCMG	535.9
7. Beauchamp	PSCC	307.8
8. Hatfield	PSCC	234.0
9. O'Connor	SCMG	216.7
10. Robert	NASCAD	129.9
11. Nieland	PSCC	122.2
12. Bishop	PSCC	110.6
13. Fielder	PSCC	107.8
14. King	RAM	105.7
15. Mayer	AHOC	96.5
16. Propp	AHOC	89.2
WOMEN'S SEDANS		
1. Kalso	PSCC	607.5
2. Coops	GFCCA	466.7
3. Gillan	ROCA	426.6
MEN'S SEDANS		
1. Kalso	PSCC	556.1
2. Morville	PSCC	540.2
3. Whiteside	ROCA	436.50
4. Coops	GFCCA	396.0
5. Wilson	ROCA	159.8
6. Zindler	ROCA	139.2
7. Beauchamp	PSCC	138.7
8. Christopherson	POC	126.1
9. Cunningham	CSCC	114.6
10. Micka	ROCA	109.3
11. Follmer	CSCC	100.0
12. Smith	SBFCCA	77.6
13. Randolph	NRSCC	76.2
14. Hamrick	LSCC	72.8
15. Walker	ISCARA	6.1
MEN'S MODIFIED		
1. Lehmann	ROCA	600.0
2. Wolleson	NRSCC	454.6
3. Graver	ROCA	118.4
4. Hauck	ROCA	74.2
5. Sherwin	ROCA	12.4
6. Kenyon	GFCCA	10.9

Economy Car News

Continued from Page 2

teriorating soft trim and appearance trim . . .

Ford price changes for 1963 include a reduction of \$34. on the Falcon Futura Sports Sedan.

Nothing but wild raves over the new MGB and 1100 MG sedan introduced at Hambro's press

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VIGNETTES

Continued from page 3

But not USSCC, which more or less adopted the gals with open arms. WSCC was due to work the TIMES Riverside race. But D.D. MICHELMORE, who allegedly was to wield no more power as pres. of the Cal Club, said no and the gals were out on their you-know-what. Cal Club had the big stick because it's in "technical charge" of the TIMES race.

At the time of the merger talk, it was decided they'd vote for an 11-man bd. or dir. and choose a new name for the combined club. There are 30 candidates on the ballot for the new board. Their names appear elsewhere in this issue. Out of these 30, from what I can judge, the hard-core diehards of each club are pretty evenly divided.

(The ballot, by the way, does NOT include the name of BILL POLLACK, the last of the Pharaohs, who has been on the Cal Club board for years and years and years.)

ORIGINAL YAK-YAK WAS TO GET A NEW CLUB NAME

Obviously, this is nothing but a power struggle. And while on the surface there is no balance of power for the 11 who will wear the brass knucks, the superior membership of the Cal Club should propel an easy majority of its crew into office. This remains to be seen, of course.

New name for the club-to-be? Old D.D. is asking them to "Sing Along With Mich," and the tune is "Cal Club Forever." In a letter to club members he requested that they hang onto that name for the COMBINED setup. I thought it was decided to agree on a new name?

Michelmores, with TRACY BIRD, and the sanction of the Westport Sub-Zeroes, scuttled the old LA SCCA. in case you have forgotten.

Again, all this has meant is (1) The complete decimation and shutting up, once and for all, of the old LA SCCA (USSCC), and (2) Races under one aegis and no more Cal Club threats of banning drivers.

The first is rather sad and pathetic. The second should be good for racing and should eliminate fear and indecision among drivers, who, for the most part, don't give a good goddam about any of this political ferment just so long as they can race as often as possible.

FOOTNOTES ON THE FORTNIGHT

A customer wants to know why LANCE REVENTLOW wasn't mentioned in the Reno race story. Well, sir, his new Scarab had gearbox trouble on Sat. and it didn't go. Then Lance had another of his frothing, tire-kicking tantrums vs. some race officials and blew the joint. Nobody missed him on Sun . . . JAVIER VELASQUEZ wires this corner that Grand Touring and Form. Jr. races are set for the Autodrome in Mexico City Nov. 3, with Touring Car and Form. 1 races Nov. 4. The top European pilots will have plenty of time from Watkins Glen until Mexico City, then Mickey Lowell will try to nail them for his Palm Springs GP three weeks later, Nov. 25. . Note to BILL LANDSMAN: the logical deal would be to catch a sled after covering the Mexico races to Puerto Rico to nail down the main action there on Nov. 9-11, before blasting back to Thermal and then Greyhound to Nassau . . . By the way, everyone has been talking about those left hooks and solar plexus wallops good ol' RED CRISE has been directing at the Puerto Rican endeavor. Red ALWAYS has been of a frame of mind that there is nothing in the planetary system quite like Nassau! . . .

RANDOM THOUGHTS---How can you put out a Snapper-Wraper when you have to go to wondrous freeloards (Niagara of booze) such as were put on last week by BMC's Hambro for their great MGs, and by JIM PARKINSON'S Italiano Motors on the Sunset Strip. . . They're asking me who I like in the LA TIMES race at Riverside: BRUCE Mc LAREN, in the Cooper, as overall winner, and JOAKIM BONNIER, in the new Flat-8 Porsche, to snare the quart of overstuffed jelly beans in the under-2 liter class . . . Plug: It will not be a misuse to vote for PETE BROCK among some other good candidates for the bd. of the new merging Cal Club-SCCA and USSCC. . . VASEK POLAK is really sold on DON HULETTE, who will be piloting a Porsche for the Manhattan Beach dealer at Riverside. Don previously steered a cumbersome Jag Spl. . . One of the best publicity jobs in years was done for the recent Northwest Grand Prix (won by DAN GURNEY) at Kent, Wash. And one of the worst was for the US Grand Prix at Watkins Glen. . . Note to FM: Vasek Polak did not go to Germany to set up Bonnier's Porsche for Riverside. The car was in the Northwest at the time. Polak went to the Porsche factory for a dealers' confab . . . HUGH PINNEY has been doing a superb drum-beating job for the big TIMES race. Tops . . . Practically all of the Riverside pilots head for the Pacific Grand Prix at Laguna Seca next week, Oct. 21. . . The motorcycle people, Honda included, aren't joyous over the bikes being left out for the Oct. 14 Riverside race. . .

All models here, too, have the — showing in Compton this week. The new suspension system on the sedan is incredible. You're actually floating, not riding. JIM ALEXANDER, by the way, has been coming up with such sterling ad copy for BMC that other distributors have requested permission to utilize the same Hambro ads . . .

MARGUERITE COOK, erst-while conductor of this space who is VWing it across the country, made it to NY. "From eastern Iowa on," she reports, the Volks (everybody calls them Volks, not VW) is by far the commonest import, until you reach New York City---of all places---where you see all kinds. In between, of the sports cars, you see more Sprites and Austin-Healeys than you do Corvettes or Triumphs. I saw a Porsche in some-out-of-the-way corner of Ohio." In New York City M. Cook headed in wrong on a one-way street. A sensational story and what the cop told her make great reading. But that will have to wait for another day.

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1-Day Service - We Ship All Over the World**

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